

THE INTERCOASTAL TRADE BEFORE 1850

We commence herewith a history of the shipping services between the east and west coasts of the United States. Although it will be primarily focused on the regularly scheduled common carrier services, we shall attempt in this account at least to mention all the various aspects of cargo movement between the two coasts.

Cook in 1778, on his third voyage, had carried on a lively trade in furs with the natives of Nootka, on the west coast of what is now Vancouver Island, and his report stimulated interest in the coast in several directions, since furs were one of the few commodities that then could be exported to China in return for the tea, textiles, ceramics, and other items then in demand in the West. Ships were sent to the coast by the East India Company from China, and by other interests direct from Britain. Meanwhile, in 1784, the Russians moved across to Alaska, settling first on Kodiak Island. The only other European settlement on the coast at this time was in California, where Franciscan missions, the first at San Diego in 1769, were followed by Spanish colonies, beginning at San Jose in 1777.

The first American voyage to the coast began on 30 Sept. 1787, when the ship COLUMBIA, Capt. Kendrick, and sloop LADY WASHINGTON, Capt. Gray, left Boston for the Northwest Coast. Both vessels reached Nootka safely after rounding Cape Horn. A cargo of furs was soon acquired, which Gray took in the COLUMBIA to China via Hawaii, returning around the world to Boston. Back on the coast in 1791 and 1792, Gray discovered the river that still bears the name of his ship, while his own name is attached to a large bay 70 miles to the north.

Within a few years after this successful beginning, Boston ships were dominating the fur trade. In the 10 years after 1785 there were 15 American and 35 British vessels engaged in the trade; in the following 10 years the numbers were 68 American and 10 British. In addition to the barter with natives, American ships brought flour and other supplies to the

Russian settlements of Alaska (whose chief port after 1799 was Sitka), exchanging for furs and then proceeding to Canton. Sea otters came to be the most sought-after fur and as these were abundant in coastal waters as far south as Lower California, Boston ships "in distress" (to circumvent the strict Spanish regulations against trade in their colonies by foreign ships) began to call at California ports in 1796. Adele Ogden's book "The California Sea Otter Trade 1784-1848" contains a thorough description of this trade.

A new trade began in 1811 with the arrival of the ship TONQUIN in the Columbia River. Sent out from New York by John Jacob Astor's Pacific Fur Co., she carried a group of trappers who settled the town of Astoria, at the river mouth. Henceforth supplies for the permanent American settlements were included in the cargoes that came around Cape Horn from the eastern United States. Astoria was seized by a British warship in 1812, after the outbreak of war with Britain, but it was restored to American possession in 1815, and by a treaty in 1818 joint British and American occupation of the Oregon country was agreed to.

Meanwhile, in 1812, a Russian outpost was established at Fort Ross, a little north of San Francisco, for the purpose both of raising wheat for the Sitka colony and of providing a base for hunting the California population of sea otters. Spain, in the 1819 treaty that transferred Florida to the United States, established 42°N as the northern limit of her California possessions; Russia in 1824 similarly set 54°40'N as the southern limit of Alaska. Mexico, taking California along, became independent of Spain in 1821, and the region now was open for international trade.

Although the firm of McCulloch, Hartnell & Co., agents for the British house of John

CONTENTS OF THIS ISSUE

BOOK REVIEWS.....	41
SAILING SHIP NEWS.....	43
LAST VOYAGERS IN SAIL, Part III by JIM MILLS.....	43
CORRECTIONS TO LIST OF GERMAN SAILERS AT OUTBREAK OF WORLD WAR..	44
SAILING SHIPS LAUNCHED IN U.K. 1876...	45

Begg & Co. in Peru, attempted to monopolize that reached the East, and the venture ap- the new trade by contracting with the Cali-pears to have been successful, since Capt. fornia missions for their hide and tallow Couch returned in 1842 and again in 1843 in output-- these being the only commodities the brig CHENAMUS from Newburyport. Oregon beside otter skins that California then at this period was filling up with American had to export-- the attempt was a failure, settlers who came overland; 1,000 arrived and Begg & Co. went bankrupt. In January this way in 1842 and many more in the fol- 1822 the Boston firm of Bryant & Sturgis lowing years. Joint occupation with Britai dispatched the ship SACHEM to California. which was chiefly represented in the countr Her return to Boston in 1824 with a cargo by the Hudson's Bay Company, ended in 1846, of hides for the Brockton shoe factories when, by treaty, the 49th parallel, which marked a milestone in the intercoastal already marked the boundary between Canada trade, since for the first time a vessel and the United States east of the Rockies, had returned to the East with a cargo in- was extended to Puget Sound, Vancouver Is- stead of proceeding to Honolulu or China land remaining British.

Bryant & Sturgis remained in the trade The principal successor to Bryant & Sturgis until 1841; they sent 16 vessels in all to in the California hide trade was Wm. Ap- California and exported 500,000 hides, pleton & Co., with Jos. B. Eaton & Co. and 400,000 of them in the period 1830-40. We Benj. T. Reed also taking part. In the '40's, know more today of the life in the hide these firms encouraged their California trade at this period than of the inter- agents to include otter skins with their coastal trade at any other period by the shipments, and significant quantities of fortunate circumstance that a Harvard gold dust, from low-grade placers in the student, Richard Henry Dana, Jr., made a voyage to appear on the manifests. The trade voyage to California in the Bryant & Sturgis was still essentially barter, with the ves- brig PILGRIM in 1834, returning in the ships serving as floating department stores ALERT, and set down his experiences in the as they called at ports between San Diego classic "Two Years Before the Mast." and San Francisco. There is an excellent

An indirect trade was also carried on at account of this trade in "Cape Horn to the this period by Honolulu merchants, who sent Pacific" by Raymond A. Rydell. Boston and China goods to California in ex- But changes were also coming to Califor- change for hides, which they then shipped nia. The Russians moved out in 1841, sell- to Boston. The high Mexican duties on im- ing their entire establishment to John A. ports were a great incentive to smuggling, Sutter, a Swiss-educated German who had set- and the present-day names of two "Smugglers" settled on a land grant at what is now Sacra- Coves" in the islands off Southern Califor- mento. Americans were taking up other nia commemorate occasions when a half-empty grants and acquiring Mexican citizenship. vessel whose original cargo had been duly When war broke out in 1846 over the annex- entered at the Monterey customs house fill- ation of Texas by the United States and ed up again from a sister vessel whose ar- the subsequent occupation by U.S. forces of rival from Hawaii had been less formal. the strip claimed by Mexico between the

Horns (the most prominent part of Cali- Nueces and the Rio Grande, what was 90 fornia cattle in those days) also went East years later to be known as a "fifth column" for conversion into combs, spoons, and was already present in California. The U.S. other small articles that today are made of celluloid or similar plastics, but tallow declared war on Mexico on 13 May 1846; on had no value in the East (abundantly supplied at Sonoma; and on 7 July Commodore ed with candle material by the sperm whale Sloat arrived at Monterey and raised the fishery), and it was exchanged by the Bos- American flag. Fremont was already in the ton merchants for hides collected by Peruvian ships, and was sent to Callao.

Oregon, meanwhile, was also attracting Meanwhile, American forces were equally Boston merchants. In 1840 the brig MARY- successful on the other fronts against Mex- LAND was sent out from Boston on a trading whalemen on a "lay" or share of the profits. The MARYLAND is credited with bringing backof Guadalupe-Hidalgo, 2 February 1848, by some of the first Columbia River salmon which all of California between 42°N and a line "one marine league south of the port

of San Diego" was transferred to the United States. The hide trade, already in trouble from falling prices -- in 1846 eastern tan-neries were paying less than 10¢ per pound, and a 25-lb cowhide was serving as \$2 or even \$2.25 in currency in California; only a stiff markup on the eastern goods could leave a profit -- was further disrupted by the war, which interfered with the customary slaughter of cattle. The last full cargo of California hides was shipped in the Appleton ship BARNSTABLE, Capt. Hall, which left San Diego 8 June 1848 and arrived at Boston on 16 October with 33,000 hides.

If Captain Hall brought any news from California, it did not reach the newspapers; probably he knew less of what was going on there than was already available in the East. For the big California news was that on 24 January 1848, James W. Marshall, an American mechanic employed by Sutter to build a sawmill on the American River, had discovered a rich placer deposit of gold in the tail-race of his new mill. This was nothing like the older mines of Southern California, which would barely keep a Digger Indian in frijoles, but a bonanza in which an American with a few days of work could accumulate more than he could earn in a year at his trade back East. That summer every able-bodied man in California went off to try his luck in the gold fields, and as the news spread first Mexicans, then Peruvians, Chileans, and Australians, poured into the country.

The first official word was dispatched East in July and reached the Atlantic in the middle of September; but there was no confirmation until the end of November, and not until President Polk's message to Congress on 5 December was the news widely believed.

The effect of this news can be simply illustrated by citing a few figures. In 1848 the port of San Francisco (the gateway to the gold country since all the rivers where gold was found flowed into the Sacramento and San Joaquin, and they in turn into San Francisco Bay) had about 8 or 9 arrivals from the East (the figures are somewhat contradictory), and this rate continued through the first quarter of 1849. However, from 1 June 1849 to the end of the year, arrivals at San Francisco from domes-tic Atlantic ports totalled 230. The figures for clearances from the East are even more impressive: during 1849, 775 vessels, including 242 ships, 218 barks, 170 brigs, 132 schooners, and 12 steamers, cleared for San Francisco from Eastern ports.

New York headed the list with 214 clearances, Boston had 151, New Bedford 42, Baltimore 38, New Orleans 32, and Philadelphia 31. This totals only 508, showing that virtually every seaport town had its sailings. Most of these arrived in 1850, of course, and some were lost on the way, but the totals give an idea of the tremendous spread of the gold fever in a region then going through a post-war depression.

One particular firm found itself in an exceptionally advantageous position at the end of 1848. John H. Kemble's "Panama Route 1848-1869" has a full account of this enterprise, so that we need no more than report the broad outlines here. The acquisition of Oregon in 1846 carried with it the obligation to provide mail service to the new possession, and on 3 March 1847 a bill was passed authorizing the Secretary of the Navy to contract for a steamer mail service from New York and New Orleans to California and Oregon via Panama. Howland & Aspinwall, a New York firm with extensive experience in Central America, secured the contract for the portion of the route from Panama north to San Francisco. They built three steamers for the run in 1848 and also ran a survey for a railroad line across the Isthmus of Panama. Thus the gold excitement found the Pacific Mail S.S. Co. in a very advantageous position. Their first steamer, the CALIFORNIA, left New York on 6 Oct. 1848, circumnavigated South America while the gold news spread and the first argonauts took ship for Chagres, arrived at Panama to find over 700 prospective passengers waiting on the beach, and took a total of 365 (in a ship intended to carry 250) to San Francisco, arriving 28 February 1849. The first U.S. mail to reach Portland, Oregon, was carried up from San Francisco by the brig SEQUIN.

Relatively few of the vessels that cleared for California in 1849 went as common carriers. A large share of them went as "companies" -- groups of goldseekers who banded together, bought a vessel, fitted up her 'tweendecks for living accommodations, filled her hold with the supplies they would need in the gold fields with perhaps some goods for mercantile ventures on the side, shipped a crew, and set off around Cape Horn. The story of the Massachusetts companies has been fully told in Octavius Howe's "Argonauts of '49." Other vessels were freighted by their owners and associates with commodities shipped on their own account; such vessels might advertise their sailing only to the extent

of seeking a few cabin passengers, who were willing to undertake a Cape Horn voyage in preference to the quicker but more expensive passage via the fever-ridden Isthmus. In this way, all the unsalable merchandise that had cluttered the shelves of Eastern merchants for years found its way to San Francisco. Much of it was unsalable there also, as the newly-rich miners were men of taste; it is recorded, for example, that the brig JOHN FETTY proceeded to the Columbia River in 1849 with her Eastern cargo which was unsalable in San Francisco. The flimsy shacks at San Francisco had a convenient habit of burning down at this period, which both effectively settled the problem of disposal of surplus merchandise and provided a steady demand for lumber, flooring, canvas, and other building materials from Eastern ports.

The shipping advertisements in Boston newspapers during 1848 make an interesting contrast with those of 1849 and later years. A shipbroker named Nathaniel Winsor, Jr., was operating a sporadic "line" of packets to New Orleans, and from time to time put a ship on the berth to Rio, Calcutta, Valparaiso, or Callao. Vernon Brown loaded a couple of vessels to Honolulu; the SERAMPORE in September, going there direct, was advertised as "a good opportunity for passengers to California or Oregon." In November the BROOKLYN was advertised, to sail for San Francisco via Panama from New York.

Things were little livelier in New York during most of 1848. James Bishop & Co. advertised the UNDINE for California and Oregon in January; I.B. Gager "a fast vessel (daily expected)" for the same voyage in March; and John Ogden the SERAMPORE in August. A.G. Bensen & Co. had the CHILE on the berth for Monterey (then the capital of California) in August. In September, Bishop & Co. were loading a vessel "for ports in the North Pacific Ocean," while Fernando Wood in October had the packet bark JOHN W. CATER up for San Francisco, Monterey, Santa Barbara, and San Diego. Listings in November seem to reflect the first reports of gold, as in addition to the BROOKLYN, being loaded by A.G. Benson & Co. and E. Richardson, there were advertised the SILVIE DE GRASSE for S.F. via Valparaiso, Fox & Livingstone; bark WHITON, S.F. direct, James Bishop & Co.; HENRY NE-SMITH, S.F. and Monterey, Howland & Aspinwall (freight) and Nesmith & Walsh (passengers). On 1 Dec., John Ogden had the WALPOLE up for the Columbia River, and 5

were up for San Francisco. This number increased to 9 on 9 Dec., after the presidential message, and to 27 on the 12th, with 9 more listed for Chagres (now Colon). Rates, quoted for the first time at the end of the month, were 60¢ a foot or \$3 a barrel, with \$24 a ton for heavy goods.

Meanwhile, in Boston, on 5 Dec. the bark MARIA was advertised by Jos. V. Bacon & Sons for California direct "provided sufficient inducement offers," and by the end of the month 19 vessels were advertised.

Freights opened slightly lower in 1849, \$2.50 to \$3 a barrel, 50¢ to 60¢ a foot, and \$20 a ton. In February E.B. Sutton and John Ogden were advertising "the peculiar rig of the SAMOSET with double topsails, enables her to round Cape Horn in a much shorter time" (she actually took 173 days), and there were 51 other listings for California. This proved to be the high point of the year, as the listings decreased to only 2 in November and then rose to 38 by the end of the year with stiffening freight rates. They had reached \$2.50 to \$3.50, with \$28 a ton in February; eased to 50¢ to 60¢ a foot by July, with lumber \$50 to \$55 per thousand; and then advanced to 55¢ to 60¢ in December and 60¢ to 70¢ at year's end. Small vessels (which could get away sooner) were quoting 60¢ to 70¢ in August; coal was \$10 per ton, and bricks \$20 to \$30 per thousand. Lumber was \$45 to \$50 in September, and was quoted at \$70 in December from Beaufort, S.C. By the end of September, E.B. Sutton was advertising his "Dispatch Line" from New York, but Boston was far ahead in this respect, with "Winsor's Boston & California Line of Packets" in existence by May, followed before the end of the year by "J.R. Dow & Co.'s Line," "Baxter & Howes' Line," "Bruce's Line," and C.B. Chadwick's "Dispatch Line."

The GREY EAGLE, J.C. FREMONT, and HUNTERESS, at San Francisco in May 1849, are said to have been among the first arrivals with goldseekers from the East; the first vessel to return from San Francisco is said to have been the SOUTH CAROLINA, Capt. Hamilton, which sailed from New York 24 Jan. 1849 and left San Francisco on 8 Aug. She loaded 14,000 qts of copper ore at Valparaiso and Herradura, topped off with 1250 qts of lince-wood, and arrived at Boston 17 Feb. 1850.

Not many of the 1849 fleet were so fortunate, for, as is well known, most of the deep-watermen were deserted by their crews in San Francisco, and many ended as hulks.

BOOK REVIEWS

MORAN, Eugene F., and Louis Reid, "Tug-boat; the Moran Story," 367 pp., ill. Scribners, N.Y., 1956. Price \$5.95.

Told in the first person by the present head of the firm, this is an account of the Moran Towing & Transportation Co., Inc., of New York City. The first Moran in this line in America was Thomas Moran, a 61-year old stonemason who emigrated to America in 1850 and settled at Frankfort, on the Erie Canal. His son Michael in 1855, at 22, became the owner of a canal boat and in 1860 moved to New York City as a towboat agent and half owner of a 60-ft harbor tug.

Michael's son Eugene, born in 1872, learned the business first as a deckhand and later in an insurance office. He describes the development of his company to its present position, operating fleets in canal work, harbor work, and deep-sea towing, as the largest firm of its kind in the country.

Particularly valuable are the personal reminiscences of New York tugboating at the turn of the century, and during two World Wars. The illustrations cover the whole period.

BERGENS SJØFARTSMUSEUM, Årshefte 1955, 1956.

Main article in the 1955 year-book is an account of a schoolship voyage in 1650, while the 1956 issue has an article on Madagascar outrigger canoes and their anthropological significance.

APPLEBEE, Robert B., "Sailing Ship History," 14 pp. Penobscot Maritime Museum, Searsport, Maine, 1956.

A talk to the Masonic Lodge of Searsport on the sailing ships formerly built and owned there, by the Honorary Historian of the Museum.

FORSBERG, Gerald, "Long Distance Swimming," 189 pp., 8 pl., index. Philosophical Library, N.Y., 1957. Price \$4.75.

This is a handbook on distance swimming, with emphasis on British competitive events, particularly the Channel swim. It has a good deal of useful information on the latter, such as why it is harder to swim from England to France than the reverse direction.

CHAPELET, Roger, "La Marine Marchande Francaise," 64 pp.; ill. Editions Ozanne, Paris, 1955. Price Fr. 250 (say, 65¢).

This is a useful little book with numerous spirited pen sketches of contemporary French merchant ships, 45 sets of house flags and funnel markings in color, and lists of some 560 freight and passenger vessels of various types.

COOPER, F.S., "A Handbook of Sailing Barges," 112 pp.; 63 figs., index of barge names. Adlard Coles, Southampton, 1955. Price, 12s 6d (\$1.75).

The evolution and details of hull and rigging of the familiar sprit-rigged barges of the Thames Estuary are covered in this volume, which is illustrated by excellent pen and wash drawings by John Chancellor.

RUDOLPH, Wolfgang, "Rügenscher Schiffbau zu Seedorf," 16 ill. Mitteilungen der Ernst-Moritz-Arndt-Heimatmuseums der Insel Rügen zu Garz, no.1, 1957.

Between 1863 and 1926 some 150 small craft (including one bark) were built at Seedorf on Rügen, in the Baltic. This pamphlet gives illustrations and dimensions of 16, mostly two- and three-masted schooners.

U.S.NAVY, BUREAU OF SHIPS, "Boats of the United States Navy," 54 pl. Government Printing Office, Washington, D.C., 1955. Price 60 cents.

Also identified as NavShips 250-452, this book gives scaled profile and deck plans of most of the small boats now in use in the U.S. Navy, ranging from rubber lifeboats to the 73'-LCM(8).

HOLM-PETERSEN, F., "Fanø-Sejlskibe," 334 pp., ill.; index of ship names. Henning Clausen, Aarhus, 1956. Price D.Kr.25 (say, \$3.75), paper-bound.

Fanø is a tiny island in the North Sea off Jutland, whose inhabitants in the second half of the 19th Century built up a fleet of world-trading sailing vessels. The main part of this book is an alphabetical listing of the histories of between 200 and 300 of these vessels, and it is extended with appendixes covering the vessels built by S. Abrahamsen at Nordby; detailed building costs of bark EMILIE, 1893; detailed voyages of several vessels; a list of Fanø voyages to the Moluccas; detailed earning accounts; and a list of shipowners in 1897. Illustrations include sail-plans of brig CECILIE, 1875, and bark EMLA, 1885.

"ELSFLETH, 100 Jahre Stadt," 112 pp.; ill. BREMER VULKAN, "150 Jahre Schiffbau in Vegesack," 367 pp., ill. Published by the Elsfleth, 1956.

The centennial anniversary of the chartering as a city of this old Weser port is celebrated by a handsome little volume which, among other things, lists the ship-owning owned in Elsfleth in 1875 and 1888-1900, the latter consisting of 103 vessels.

BUCHANAN, Lamont, "Ships of Steam," 192 pp. index. McGraw-Hill Book Co., N.Y., 1956, price \$5.95.

This is a picture book of steamships. The emphasis is on the trans-Atlantic passenger steamers, though many others are touched on, particularly in the chapter on disasters, which includes the GENERAL SLOCUM, EASTLAND, and VESTRIS.

The illustrations are well chosen and competently reproduced (by offset). The text amounts to little more than picture captions.

"Merchant Vessels of the United States, 1956 (including yachts)," 975 pp. Bureau of Customs, 1956. Price \$6.00.

--1957, 991 pp. Price \$6.25.

Using the format adopted for the 1953-54 volume of this useful reference work, the Bureau of Customs has finally caught up with the calendar, so that the number dated 1 January 1957 appeared within a few months after that date.

EASTMAN, Ralph M., "Pilots and Pilot Boats of Boston Harbor," 91 pp.; ill. Second Bank-State St. Trust Co., Boston, 1956.

Latest of the famous State Street booklets, this one lives up to the illustration standards of its predecessors. An excellent series of illustrations, many in color, is tied together with short, unconnected sketches of various aspects of the Boston pilot service.

"Seafarers and Their Ships," 96 pp., ill. index. Philosophical Library, New York, 1956. Price \$3.50.

Subtitled "The story of a century of progress in the safety of ships and the well-being of seamen," this volume was compiled by H.M. Ministry of Transport and Civil Aviation and the Central Office of Information. Commemorating the 100th anniversary of the Merchant Shipping Act of 1854, it gives a concise history of the various responsibilities of the present Ministry of Transport, which has inherited the functions of the Board of Trade, as well as such other responsibilities as the custody of sturgeon and other "Fishes Royal."

This work (which is also no. 2 of the series "Writings in Bremen Business and Industrial History" of the Bremen Historical Society) is in two parts. The first, the history of the shipyard, is by Dr. Georg Bessell; the second is a list of the ships assembled by August Westermann.

Lavishly illustrated, partly in color, the book gives complete building lists for Johann Lange, who built some 343 hulls, converting to iron in 1865; for H.F. Ulrichs who built 220 hulls between 1838 and 1895, converting to iron in 1872; and for the Bremer Vulkan, which took over the establishments of both men and continued Lange's yard numbers after 1894 up to #840 in 1956.

"Merchant Ships: World Built," 264 pp., ill. Adlard Coles, Ltd., Southampton (with John de Graff, Inc., N.Y.), 1956. Price \$6.00.

Covering the vessels of 1000 tons gross and over completed in 1955, this volume is the fourth in a series of annual summaries of world shipbuilding. The plans and illustrations have mostly already appeared in "The Shipping World," but in this handy reference form they are much more convenient.

NIGHTINGALE, Geoffrey, "Dinghy Ownership," 168 pp.; 53 ill.; 12 pl.; index. Adlard Coles, Southampton, and John de Graff, New York, 1956. Price \$3.50.

Described as "mainly for the non-racing man," this is a very complete treatise on all phases of the maintenance and operation of dinghies, apart from the actual construction of the hull and cutting and sewing the sails. Although primarily for the boat-owner in the British Isles, so much of what is described is of worldwide application that the book will prove useful anywhere.

STEVENS, Edward F., "Ocean Carriage; some chapters on the carriage of goods by sea," vii, 101 pp., 10 ill., index. Philosophical Library, N.Y., 1956. Price \$4.75.

The author of "Shipping Practice," a standard British work on the basic principles of shipping, has prepared this volume as an extension of part of the larger work. It covers the practice and law of shipping, the freight contract, the shipowner, the shipper, loading and stowage, bills of lading, charter parties, and dealing with customs authorities, as exemplified by H.M. Customs.

SAILING SHIP NEWS

CHRISTIAN RADICH, Nor.aux.tr.ship, 8 Dec.
left Oslo; 28 May arr New York; 10 June
left New London; 12 June at Province-
town; 25th at Portsmouth, N.H.

CROWN ZELLERBACH No.2, Can.barge. Built
1901 as Brit. 4mBk COMET; early June jam-
med under Great Northern Ry. bridge at
New Westminster, B.C.

CROWN ZELLERBACH No.3, Can.barge. Built
1894 as British ship RIVERSDALE.

CROWN ZELLERBACH No.4, Can.barge. Built
1893 as British ship BLAIRMORE.

DAR POMORZA, Pol.aux tr.ship, 13 July 1956
passed Gibraltar, bound Gdynia to Con-
stanza; 31 July passed Istanbul; 6 Aug.
passed in opposite direction; 21 Aug.
passed Gibraltar, bound for Gdynia.

EAGLE, USCG aux.tr.bk, 10 June sailed New
London for Bergen, London, La Coruna.

ERNESTINA, Port.sch, 15 Aug. 1956 arr. Provi-
dence 28d from St.Vincent CVI, 8 pass.
7 Nov. sailed Providence for St.Vincent,
2 pass., 200 tons general cargo.

ESMERELDA, Chil.aux.4m.topsail sch. 15
Apr. arr San Francisco for 10-day stay.

GJØA, sloop. Gjøa Foundation at San Fran-
cisco has raised \$1500 to repair weather
damage and vandalism.

JUAN SEBASTIAN DE ELCANO, Span.aux.4m.tr.
topsail sch. 8 June arr Norfolk for
the naval review.

LORD TEMPLETOWN, Can.barge. Built 1886 as
British ship. May 1957 scrapped at Port-
land, Ore., after being idle for a year
at Ladysmith, B.C.

MADALAN, Port.bgn. 27 Aug. 1956 left Praia
for Dakar. 12 Oct. arr Providence 35d
from Dakar; no pass. 27 Dec. sailed for
Praia with 4 pass., 15 tons general cargo.
Had to post \$2800 because 14 of crew went
ashore illegally.

MALABOO, ex TELLUS. Left Callao 21 May for
Ghent, in tow of PRAIA GRANDE. 31 May
passed Panama Canal.

MAYFLOWER II. 12 June arr Provincetown,
53d from Plymouth; 13th at Plymouth; 1
July at New York City.

MERCATOR, Belg.aux.tr.bktn. 19 Apr. 1956
arr Antwerp. About 1 June 1956 left
Antwerp; 6 June sheltering in Moray Forth;
22 June left Fredrikstad for Dartmouth;
6 July sailed Dartmouth for Lisbon in the
schoolship race; 20 July left Lisbon for
Dublin. 22 May 1957 left Antwerp for
Montreal; 2 June sailed Fayal; 20 June
arr Quebec.

(With thanks to John Burlinson, Harold
Huycke, Giles Tod, Karl Kortum, Ed Collins,
Alan Villiers, and Bob Goddard.)

THE LAST VOYAGERS IN SAIL. III.

by James R. Mills

NEWBY, Eric, "The Last Grain Race," 302 pp.,
ill. Houghton, Mifflin Co., Boston, 1956.

This most recent of the single voyage
narratives (and apparently somewhat fic-
tionalized) covers the last outward and
homeward passages of the big Erikson four-
master MOSHULU in the Australian grain
trade. She took 82 days from Belfast to
Port Lincoln in ballast and came home from
Port Victoria to Queenstown loaded in 91,
the winning effort for 1939. Captain
Mikael Sjøgren got the most out of his big
bark, for, although she did not have a
great name for speed, he not only won the
"race" handily, but dropped PASSAT, a slip-
pery vessel, off the Horn in an impressive
manner.

The chief fault to be found with this
account is an occasionally inaccurate use
of square-rig terminology. It would have
been a simple matter to have someone with
appropriate background go over the manu-
script for such errors.

Mr. Newby has the most exuberant sense
of humor of any of the authors of these
post-World War I square-rig tales. Where
the comical exists in himself, his situa-
tion, or his shipmates, he does not miss
it. Other more queasy types would recoil
at some of the tricks played, attitudes
held, language used, and jobs to be done.
Eric Newby's disapproval never lifts his
nose so high that he cannot see the situa-
tion in a detached manner.

From a literary point of view, this is
a superior work. Characterizations are
deftly limned, conversations are most life-
like and amusing, and descriptions (apart
from a few long-winded technical explana-
tions) show a real feeling for the English
language. No one has done better than
Newby at making his windjamming shipmates
live in this class of literature; perhaps
no one will. A highly entertaining book,
this could even be classed as Rabelaisian.

POTTS, H.H., "Wind From the East," 244 pp.,
ill. Blackie & Son, London, 1940.

Mr. Potts, an English businessman, de-
votes the first 69 pages of this book of
varied travel experiences to an outward
voyage in the Finnish four-masted bark
PARMA to Australia in ballast in 1936-36.
The passage is stated as the best of the
year, 73 days from Barry to Falmouth. (Ac-
tually C.B. PEDERSEN was only 71 days from
Göteborg to Port Germaine, a considerably

greater distance, arriving before PARMA.) Although this is a relatively unemotional description of sailing ship life, such emotion as is displayed is real, and pleadingly expressed; the author's feeling for words is always evident. Surely few others in writing a book gave so many proofs of a likeable nature.

As an apprentice, Potts was given more than his share of dirty work. Unlike many another landsman he accepts situations and really contributes to the working of the ship, proving, by the way, that anyone who pulled his weight was well received by the crews of the latter-day Cape Horners. It comes as a surprise to find that there are compensations even for such jobs as "peggy" and pig-sty cleaning. As "peggy" a man was allowed more time than was generally needed and got a little free time out of it. The pig pen was warm in cold weather. The chipping of rust in the hold he lost themselves in horrendous verbiage and hysteria when these duties were dealt with.

As might be expected of a business man, Mr. Potts' was an objective outlook. He was interested in and sympathetic toward his shipmates, but routine and maneuvers receive more of his attention, especially his part in them.

SHERIDAN, Richard Brinsley, "Heavenly Hell," 321 pp., ill. Putnam, London, 1935.

Like many another who went to sea to get away from it all, Mr. Sheridan describes himself and his inner workings and impressions, rather than the events experienced. He was 18 in 1935 when he went out and home in the Finnish four-masted bark LAWHILL on an Australian grain voyage. Although he had put in some time in an American schooner three years before, he brings a wealth of wide-eyed enthusiasm to the pages of his book.

The chief fault to be found is in the ever constant exaggeration in descriptions. At first it seems appropriate to credit it to the author's English upper-class background and the inadequate vocabulary attendant, which leads to hyperbolic expressions in lieu of accuracy. However, as pages are passed it becomes evident that the source of the fault is also partly a disturbed mind. Incidents add together slowly to make this conclusion inevitable, until incontrovertible evidence is given in reports of how the young man, while chip-

ping rust below decks, is given to dashing the lamp on the ship's bottom and otherwise running amok, until the mate puts him back on the job sobbing, by shouting his name from the main hatch once.

He must have been a constant burden to the ship's officers. As helmsman, when his wheel was up, he was guilty of bringing the ship up into the wind, if spitting on the deck did not arouse the mate. He fell asleep on police enough times to cause the third mate to look for him, and douse him on occasion with a bucket of water. He jumped overboard once for a thrill. However, the end of the homeward passage saw a rather more self-contained Sheridan, partly as a result of becoming a senior apprentice with the shipping of new faces in Australia. Unfortunately, the new Sheridan was less popular with his shipmates than the old.

Despite all this, "Heavenly Hell" remains a truthful account, allowing for hyperbole.

CORRECTIONS TO LIST OF GERMAN SAILERS
Cdr. F. E. Clark and Mr. Jens Malling have sent us the following additions to the list in the past three issues of LOG CHIPS:

On p. 7, CONTRAMAESTRE DUENAS was in Jane's until 1932; SCHIFFBEK sheltered at St. Michaels, Azores; CARDONIA was sunk 16 April 1916; hulk TERPSICHORE was scrapped 1934; tanker SCALA SHELL was scrapped in Japan 1931; SOLGRAN as FINSKOG was scrapped in August 1924; WANDSBEK was wrecked 15 Oct. 1923; hulk CLEVEDON was scuttled Oct. 1930; HENRIETTE sheltered at Rio de Janeiro; ALMIRANTE SALDANHA was hulked 1928; and LENI became an Italian barge in 1924.

On p. 17, BERTHA left Jacksonville for Hamburg 31 Dec. 1923; WILLIAM DOLLAR as barge ISLAND GATHERER was wrecked in Jan. 1937; LANDKIRCHEN as Italian GUARNERI was abandoned in the North Atlantic 18 Dec. 1926; the American barge SUSANNE was broken up in 1938; HELENA was hulked 1925; PORTUGAL was hulked 1927 and sunk 1951.

On p. 32, CHILE was wrecked near Burrow Head 29 Nov. 1915; RIGEL was hulked or scrapped at Vigo in 1924; MARTHA BOCKHANN as French CONCOR was submarine in Nov. 1916; HERZOGIN SOPHIE CHARLOTTE had been sold to Schütter & Maack in 1912; BON PREMIER was submarine 20 Sept. 1917; ANNA had been renamed O. D. AHLERS in 1914; as TONI she was ashore in Dec. 1924 and was broken up in 1925.

SAILING SHIPS LAUNCHED IN THE UNITED KINGDOM, 1876

Union Cooperative Shipbuilding Society (Lim.), Blyth.

LYRA W Brig 281 Union Cooperative Society, Lim., North Shields
1880 LIDA F. Golubovich, Buccari, Austria.

C. Mitchell & Co., Low Walker

WILLIAM ENGELS I Bk 770 Theodore C. Engels, Antwerp, Belgium.

KATHINKA J. Rossini, Bremen. 4 Sept. 1907 lost in Norwegian Sea

Wigham, Richardson & Co., Newcastle-on-Tyne

JAMES BOLT I Bark 721 James Bolt, North Shields.

1884 DANAEE A. Le Quellec, Bordeaux

1903 SAN MICHELE (Italian) Abnd. Dec. 1903, Antwerp toward South Africa.

S.P. Austin & Hunter, Sunderland.

CARMELO I Bark 711 R.H. Hay, Sunderland.

1891 ETHEL W. France, Fenwick & Co., London. Jan. 1904 wrecked, C. Spencer.

LANOMA I Bark 700 Thomas B. Walker, London. Wrecked March 1888.

Bartram, Haswell & Co., Sunderland.

A-1 I Bark 950? Porritt, Webster & Co., Scarborough. Lost May 1976.

ARABELLA I Bark 688 Thomas E. Hick & Co., Scarborough.

1908 HAMINGJA Emil Knudsen, Lillesand. Wrecked 3 Nov. 1912, west coast So. Am.

MERCIA I Bark 787 Pantland Hick, Scarborough.

1894 BILLE F. Bramslöw, Hamburg

1900 SANTA CHIARA A. Morzi, Genoa. 1911 pilot hulk, R. Plate.

1917 BRAVO (bark) K.E. Wolden, Montevideo. 1922 hulk; barge on R. Plate 1950.

J. Blumer & Co., Sunderland.

GOLDEN SUNSET I Bark 542 Henry Beynon & Co., Newport

1896 LE PLESSIS P. Rozier, Nantes

1909 ACORN A/S Acorn (J. Mathisen), Brevik.

1916 SØRSTAD J. Torstensen, Arendal. 1922 coal hulk, Havana.

John Crown, Sunderland

BON-ACCORD W Bark 414 J. Hossick, Liverpool

KONSTANTINOS (Greek)

William Doxford & Sons, Pallion, Sunderland

GLANDINORWIG I Bark 1107 David P. Williams, Carnarvon.

1900 SIVAH Hans & Axel Hansen, Arendal. Broken up Germany March 1923.

CHILENA I Bark 707 Wm. Alfred Tomlinson, Liverpool.

1897 HILJA J. Wirkki, Viborg, Russia. Burnt Feb. 1904; sold for barge.

CHOCTAW (barge) Mobile Coal Co., Mobile. Scrapped 1930.

KIRKLOCH I Bark 785 Joseph Steel, Liverpool.

ANIELLO M. Lauro & Co., Castellamare, Italy. 1911 hulk Montevideo.

LA QUERIDA I Bark 707 Tomlinson, Hodgetts & Co., Liverpool. Condemned 1900.

LORRAINE I Bark 871 J. Lidgett & Sons, London.

1912 GORGONA Fili. Bozano, Genoa, Italy. 28 Aug. 1916 sunk by submarine.

SCOTTISH HERO I Bark 911 McIlwraith, McEachern & Co., London.

1893 SATURNUS G. Köster, Brake, Germany. Abandoned N. Atlantic 12 Oct. 1915.

SCOTTISH KNIGHT I Bk 916 McIlwraith, McEachern & Co., London. Wrecked Feb. '96.

WEST YORK I Bk 714 Thomas Thompson, Liverpool. 1905 wrecked China Sea.

James Gardner, Sunderland

ARGO W Bark 653 Richard Humble, Sunderland. Wrecked 26 Nov. 1877.

LADY KILMARNOCK W Sch 109 Stephen & Hay, Peterhead.

Gibbon & Son, South Hylton, Sunderland
 ALICE MARY W Bark 381 John Frazer & Co., Sydney, N.S.W.

James Laing, Sunderland
 BEECH HOLM I Bark 803 Robert H. Gayner, Sunderland.
 1901 VICTORIOSO (Italian) 1911-1917 Chico Bank Light Vessel, R. Plate
 1918 LUIS CASANOVA Vda.e Hijos de Luis Casanova, Valencia. (aux bkt, 1920)
 1926 RICARDO HERNANDEZ M. Hernandez Martin, Las Palmas. Wrecked Havana Oct. '26.
 DORA ANN I Bark 609 Richard James, Aberystwith
 1889 KERANNA A. Viot, Nantes. Wrecked 9 Dec. 1894
 GLENDOVEY I Bark 609 William James, Aberystwith
 1917 PAVO H. Wolden, Montevideo. Sank at anchor 1926; broken up 1938.

Mounsey & Foster, Sunderland
 ARVONIA I Ship 1318 Arvon Shipping Co. Lim., Liverpool.
 CUMBRIAN DUCHESS Williams & Roberts, Liverpool. Lost C. Horn 1889.

Osbourne, Graham & Co., Sunderland
 BELLE OF ARVON I Bk 946 Thomas, Griffith & Co., Liv. Aug. 1899 wrecked nr. Callao.
 GWRTHEYRN CASTLE I Bk 803 Robert Rees, Carnarvon.
 1913 IRA Jakobstads Red. Akt., Jacobstad, Russia. 1923 hulk, Sydney, N.S.W.
 JAMES BEAZLEY I Bk 859 William Kelly, Liverpool.
 1877 BANKFIELDS Wm. Just, Liverpool. Hulked at Adelaide, S.A.
 MELPOMENE I Ship 1247 Thomas Scott, Sunderland. Burnt June 1894.
 QUEEN OF CAMBRIA I Bk 890 W. Thomas & Co., Carnarvon. Wrecked 1906 Lobos de Tierra.

William Pickersgill & Sons, Southwick, Sunderland.
 CELIA W Bktn 335 Wm. Colling Jarvis, Liverpool.
 1894 NAESGAARD O. Puntervold, Egersund, Norway.
 MARY EMILY W Bgn 206 John Jones & Co., Liverpool. Lost collision Oct. 1899.

W. Richardson, Sunderland
 SABRINA W Bktn 328 William W. Steer & Co., Salcombe. Founded Nov. 1915.

Short, Sunderland
 SHAKESPEARE I 4mS 1814 W. Adamson, London. Wrecked Nov. 1882 Tristan d'Acunha.

Robert Thompson Jr., Sunderland
 ARCHER I Bark 789 Peter Iredale, Liverpool.
 1916 MARIE (aux sch) Swayne & Hoyt, San Francisco. Wrecked 1936.
 BHOTAN I Ship 1138 Edward P. Bates & Sons, Liverpool.
 1889 CLARA P.C. Sværre, Nordby, Fanø, Denmark. Wrecked Sept. 1903.
 HELENA MENA C Bark 692 John Wilson, London. 1898 hulked France.
 SOVEREIGN W Bark 544 R. Richardson & Co., Berwick.
 EUTYCHIA G. Vicato, Argostoli, Greece
 MOUZAFFIR
 ZIHNET
 DESPINA Fili. Avrantides, Constantinople, Turkey

J.L. Thompson, North Sands, Sunderland.
 BRIER HOLME I Bark 921 Hine Brothers, Maryport. Nov. 1904 wrecked Tasmania.
 EMILY A. DAVIES I Bk 417 James Davies, Swansea. 1906 hulked Bermuda.
 G. B. S. I Bark 596 George B. Sully, Bridgwater.
 1882 WEST AUSTRALIAN Bethell & Co., London. Sept. 1904 wrecked N. Caledonia.

Richard Thompson, Sunderland.
 KENTISH TAR W Bark 590 George Simpson & Co., London.
 G. N. WILCOX J.C. Pflüger & Co., Bremen. 10 Oct. 1893 wrecked Taltal.

W. Gray & Co., West Hartlepool
 EILDENHOPE I Ship 1539 Middle Dock Co., Newcastle.
 1898 ANTONIE Zernichow & Gotaas, Kristiania, Norway. Missing May 1900.
 IRESHOPE I Ship 1532 Middle Dock Co., Newcastle. Abnd. afire 14 Feb. 1877.
 LASTINGHAM I Ship 1217 J. Lidgett & Sons, London. Wrecked N. Zea. 1 Sept. 1884.
 WILLIAM BOWEN I Bktn 376 W. Bowen & Co., Llanelly.

M. Pearse & Co., Stockton-on-Tees.
 SARCO I Bark 861 Shallcross & Higham, Liverpool. Abnd. 7 Sept. 1881.

Richardson, Duck & Co., Stockton-on-Tees
 BRITISH ENTERPRISE I S 1696 British Shipowners Co. Lim., Liverpool.
 1883 ANNESLEY Johnston, Sproule & Co., Liverpool. Wrecked 19 Dec. 1910.
 ISPAHAN I Ship 1485 Brit. & East. Sh. Co. Lim., Liv. Wrecked 1 Dec. 1886.
 JESSORE I Ship 1701 William Rome, Liverpool. Sunk collision 10 Oct. 1877.
 ST. MIRREN I Ship 1426 Rankin, Gilmour & Co., Glasgow. Missing 1881.
 SCOTTISH CHIEFTAIN IS 1483 Alexander Cassels, Liv. Wrecked Andamans Sept. 1883.
 VELLORE I Ship 1703 William Rome, Liverpool. Dec. 1917 sunk by U-boat.

Hadfield, Grimsby.
 THE RICHARD GREEN I Bk 453 Douglas & Jemmett, London.
 1879 BARREMMAN Thom & Cameron, Glasgow
 1884 NORMA Wilckens, Hamburg. Founded Feb. 1895.

Gann, Whitstable.
 NELLIE S. W Bktn 283 Geo. H. Gann & Co., Faversham. (Barge model)
 TAPUYA Magahaes Filos & Co., Bahia, Brazil. Wrecked April 1905.

J. & W. B. Harvey, Littlehampton.
 GRATITUDE W Bark 555 builders
 IXOPO W Bktn 377 A. & A. W. Suter, London.
 PRINCE RUPERT Hudson's Bay Co., London.

J. T. Crampton, Portsmouth
 BRITON W Bgn 257 builder Founded 13 March 1891.
 CAMELLIA W Sch 110 builder Lost in collision, 9 June 1894.

T. R. Oswald, Southampton.
 ABERFOYLE I Bark 854 Burgess, Shaddick & Co., Swansea. Jan. 1883 wr. Helgoland.
 CAMBRIAN MONARCH I S 1353 Thomas Williams & Co., Liverpool.
 1907 LLANQUIHUE Oelckers Hermanos, Valparaiso, Chile.
 1919 PELAYO Gasoliba Alvaronzalez & Co., Barcelona. Broken up 1924.
 CAMBRIAN PRINCE I Sh 1393 Thomas Williams, Liverpool. March 1903 lost North Sea.
 LIFFEY I Ship 1402 James Nourse, London. Wrecked 3 Aug. 1877, Maldives.

Elias Cox, Bridport
 EMILIE DINGLE W Bark 286 Wm. W. Dingle, Fowey. Lost 1898.
 SUNBEAM W Bgn 205 E. Duder, St. Johns, NFL. Abandoned Aug. 1908.

Thomas Redway, Exmouth.
 GLIDING STAR W Bark 283 builder

Harnden, Salcombe
 BEATRICE W Brig 316 Francis L. Yabsley & Co., Salcombe.

W. H. Shilston, Plymouth
 EARL OF DEVON W Bark 449 builder
 FELISBERTA J. J. Gouveia, Oporto, Portugal. Condemned April 1925.

Henry S. Trethowan, Falmouth
 CHURCHSTOW W Bark 496 Benjamin Balkwill, Salcombe.
 NICHAIL Karakonkas, Syra, Greece. Abandoned April 1897.
 GOVERNOR CAIRNS W Sch 68 Government of Queensland, W. Australia.
 UNITED W Ketch 46 H.J. Coward & Son, Falmouth. Wrecked 8 Oct. 1877.

W. Westacott & Sons, Barnstaple.
 EASTERN MAID W Sch 127 L. Kellow & Co., Padstow. Missing Oct. 1885.
 EMPRESS W Sch 97 E. Kenyon & Co., Ramsey I.O.M.
 SAINTE ANNE Jamin et fils, Granville
 ROSEDALE W Bark 526 Newport & South Wales Shipowners Co.Lim., Newport. Abnd.
 SNAEFELL W Sch 89 Goldsmith & Cowley, Ramsey, I.O.M. Wrkd. Nov. '06 / Apr. '90.

John Cox, Bideford
 LAURA ETHEL W Sch 137 J. Cory, Cardiff.
 SISTERS W 3mSch 165 Wm. Jones & Co., Swansea. Wrecked 4 May 1887.
 WILLIAM GEAKE W Bktn 290 W. Geake & Co., Fowey. Lost June 1896.

Warlow, New Milford.
 PRINCESS OF WALES W Bk 843 T. Hobley, Liverpool. Founded Apr. '84 off Jn. Fernandz.
 ROBERT HADDEN W Smack 28net Jn. T. Mackenzie, Greenock

Cooperative Shipbuilding Co.Lim., Pembroke Dock.
 GLASLYN W Bark 809 Evan Jones & Co., Cardiff. Lost 1887, W.C. So. America.

Williams, Pwllheli.
 LUCY MARCH W Bktn 260 H. Thomas, Carnarvon. Wrecked March 1893.

Jones, Portmadoc.
 EDWARD W Sch 101 E. Roberts & Co., Carnarvon.
 ELLEN GREAVES W Brig 272 M. Jones & Co., Carnarvon. Lost Jan. 1897, Aruba.
 MARIANNE GREAVES W Bg 202 Thomas Williams & Co., Carnarvon. Missing Oct. 1890.
 MARY CLAASEN W Brig 200 John Jones & Co., Carnarvon. Founded Oct. 1905.

Ebenezer Roberts, Portmadoc
 ANNA BRAUNSCHWEIG W Bkn 263 David Jones & Co., Carnarvon. Lost 1897, Bonaire.
 WERN W Bgn 188 E. & R. Lloyd, Carnarvon. Sunk in collision Jan. 1906.

Bowdler, Chaffer & Co., Seacombe, Liverpool.
 CORBY I Ship 1458 R. Nicholson & Son, Liverpool.
 1898 GUSTAVE ET PAUL G. Dor, Marseille
 1900 CARACCIOLI A Semedi fu M., Genoa. Broken up 1910.
 NAIAD I Ship 1076 J.B. Walmsley & Co., Liverpool.
 1903 ROSA S. Cafiero fu S., Castellamare. Broken up 1914.
 PLEIAD I Bark 645 James Newton, Liverpool. June 1896 wrecked W.C.S.A.

R. & J. Evans & Co., Liverpool.
 LALLA ROOKH I Bark 841 E.C. Friend, Liverpool.
 1916 EFFENDI H. Realfsen, Skien, Norway.
 1923 BELONA H. Realfsen, Skien
 1923 KARHU Werner Hacklin, Räfsö, Finland
 1926 LALLA ROOKH G. Erikson, Mariehamn. Oct. 1928 sold for breaking up.
 RAGLAN CASTLE I Ship 1086 Richards, Mills & Co., Liverpool. Hulked R. Plate 1912.
 SHAKESPEARE I Bark 794 E.C. Friend, Liverpool. Wrecked Bothnia Oct. 1930.

(to be continued)